CLASSIFICATION RESTRICTED

CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY	Poland; Hungary	DATE OF INFORMATION	1948-49
SUBJECT	Economic - Transportation	DATE DIST.	4 April 1949
HOW PUBLISHED	Daily newspapers		
WHERE PUBLISHED	Warsaw; Budapest	NO. OF PAGES	5
DATE PUBLISHED	December 1948 - January 1949		
LANGUAGE	Polish, Hungarian	SUPPLEMENT TO REPORT NO.	

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated. (Information requested.)

CONSTRUCTION OF POLISH AND HUNGARIAN TRANSPORTATION FACILITIES PROGRESSES

POLISH PORT DEVELOPMENT FORESEEN -- Gazeta Ludowa, No 326, 16 Dec 48

The 1949 plan foresees extensive development of ports, especially Szczecin, Gdynia, and Gdansk, and a group of smaller ports, chief among which are Ustka and Darlowa. Port loadings in 1949 are expected to reach 19 million tons, of which 15 million will be coal. Szczecin will be equipped with modern installations. In the Ministry of Navigation budget, 6,264 million zlotys were reserved for port reconstruction. In addition to this sum, the state port enterprises allotted one billion zlotys for this purpose.

Up to now, only about 10 percent of freight traffic has passed through Szczecin. It is expected that in 1949 Szczecin will handle 30 percent of the loadings, mostly coal and ore, and Gdynia and Gdansk will handle miscellaneous freight.

Most important of the reconstruction work in 1949 will be the erection in Szczecin of two warehouses with a total area of 8,000 square meters, the building of a bunker station at Swinoujscie, and the complete restoration of Gdynia.

POLISH PORT INSTALLATIONS -- Polska Zbrojna, No 355, 28 Dec 48

During 1948 port loadings increased 100 percent over 1947. In 1949 investments in this category will increase 25 percent over 1948. The most important of these investments, port installations, in the Gdynia-Gdansk group, will finance the repair and rebuilding of ten wharves and two breakwaters. In Gdynia two new warehouses will be built on the Norwegian and the Yugoslav wharves, and four warehouses which had been completely destroyed will be restored.

CLASSIFICATION RESTRICTED

RESTRICTED

STATE	X	NAVY	X	NSRB	DISTRIBUTION					
ARMY	X	AIR	X	FBI						

STAT

In Gdansk three new warehouses will be erected on the Port Channel, the Kaszubski Channel, and at the Wisla [railroad] station, and five warehouses will be rebuilt. In addition, three 3-ton semiportal cranes will be constructed for these ports. These cranes will be delivered in 1949 and 1950.

Gdynia will also receive a 500-horse-power, hauler-icebreaker, 2 pilot boats and 2 motorboats; Gdansk will receive 2 pilot boats, one cutter, and 2 powerful motorboats.

POLISH PORT RECONSTRUCTION -- Rzeczpospolita, No 6, 7 Jan 49

There is a total of 114 cranes in the ports of Gdynia and Gdansk. Seventeen cranes were acquired in 1948. As of 31 December 1948, the total warehouse area was 182,000 square meters. Total length of wharves in use was about 11,500 meters, including 2,900 meters which were rebuilt in 1948.

A number of technical installations were completed in 1948 in the small ports and along the section of the coastline controlled by the Gdansk Marine Office. Reconstruction completed was as follows: warehouses (rebuilt), 5,000 square meters; buildings, 60,000 cubic meters; breakwater and wharves, 1,800 meters; jetties and reinforced embankments, 2,500 meters; electric lines (new), 3,500 meters; water pipes and canals, 4,500 meters; and dredging, 100,000 cubic meters.

POLISH PORT LOADING -- Rzeczpospolita, No 9, 10 Jan 49

On the basis of provisional reports, loadings at Szczecin in 1948 totaled 3,150,000 tons instead of the planned 2,680,000 tons. In 1947 loadings totaled 769,000 tons.

Included in the above figures are 2,456,000 tons of coal, 56,750 tons of bulk goods such as lumber and others, 481,000 tons of ore and pyrite, and 146,000 tons of miscellaneous freight.

In 1948, 2,805 ships entered and 2,781 left the port of Szczecin. Fourteen flags were represented.

POLAND'S ORE AND COAL CARRIERS -- Gazeta Ludowa, No 326, 16 Dec 48

Ore and coal carriers are of prime importance for Poland, since countries like Sweden need coal while Poland must have ore. Thus, ore and coal carriers can be fully utilized on both passages.

Construction of two ore and coal carriers was started at the Gdansk Shipyard on 3 April 1948. The first, the Soldek was launched on 6 November, and the second, the Jednosc Robotnicza, on 12 December. Both were built by Polish engineers, with Polish materials, and in Polish shipyards. They are 85.35 meters long, 12.00 meters wide, 7.10 meters high (at side of protective deck), 2,540-ton carrying capacity, and a 7.10-meter draught.

Polish shipyards will build four more ore and coal carriers of the same type as the first two. In addition, other multipurpose ships of smaller tonnage are under construction.

The Gdansk Shipyard currently employs 3,100 workers.

STAT

MOTOR SHIP TO RUN BETWEEN POLAND AND SWEDEN -- Zycie Warszawy, No 11, 12 Jan 49

The motor ship Narew, which was rebuilt at the Gdansk Shipyard, will be operated by the GAL (Gdynia-Ameryka Line) between Poland and Sweden. This ship's gross weight is 400 tons; it is suitable mainly for coal and ore transportation.

Originally this ship was the Remote (constructed in 1938); during the war it was sunk in the Szczecin Bay. Later it was salvaged and thoroughly repaired.

POLISH FREIGHTER SUNK -- Glos Wielkopolski, No 273, 3 Oct 48

The Polish freighter Lech, on its way from London to Gdynia, sank in the vicinity of Darser Ort when it struck a mine.

NEW SHIP ADDED TO POLISH FLEET -- Gazeta Ludowa, 332, 24 Dec 48

The latest addition to the Gdynia-Ameryka Line, the SS Mazury, sister ship of the SS Warmia, arrived at Gdynia 23 December. Both ships were built in an English shipyard.

NEW POLISH RAIL LINE -- Gazeta Ludowa, No 332, 23 Dec 48

A new railroad line joining Czechoslovakia with Poland through Gluchow was opened on 22 November.

POLISH RR CAR PRODUCTION -- Polska Zbrojna, No 343, 14 Dec 48

In 1948, Poland produced 13,100 railroad cars, valued at 1,019,000,000 zlotys in prewar prices.

POLISH FREIGHT CAR PRODUCTION -- Gazeta Ludowa, No 327, 17 Dec 48

With the production of the 5,000th freight car the 1948 plan was completed by 30 October. By 7 December, 629 freight cars in excess of the plan were manufactured.

FIRST POLISH-MADE STEAMSHIP ENGINE -- Zycie Warszawy, No 8, 9 Jan 49

The first Polish-made steamship engine was exhibited by the Zaklady Budowy Maszyn (Machine-Building Plants). This 1,300-horsepower, 35-ton engine is to be installed in the Polish ore and coal carrier, Soldek. In March, another engine, built by Professor Polak the Gdansk Politechnic, will be assigned to the Gdynia Shipyard for installation in the second ore and coal carrier, Jednosc Robotnicza.

NEW-MODEL POLISH MOTORBUS -- Rzeczpospolita, No 7, 8 Jan 49

The new model of the Leyland motorbus, the first to have a body manufactured entirely in Poland, is being tried out in Warsaw. The chassis is larger and more strongly built than those previously made by the same firm. Weight of the chassis is 5.35 tons, length 10.10 meters, and width 2.5 meters. Only domestic raw materials were used in the manufacture of the body. The motorbus has a load capacity of 4 tons. Its 130-hp Diesel engine is 35 hp more

than the former Leland. Maximum speed is 70 kilometers per hour.

ROAD CONSTRUCTION IN GDANSK WOJEWODZTWO -- Gazeta Ludowa, No 326, 16 Dec 48

The 1948 planned road construction for Gdansk Wojewodztwo emphasized the reconstruction of superhighways destroyed during the war, including Gdansk-Warsaw, Grudziadz-Malbork, Gdynia-Szczecin, and Tczew-Olsztyn. Rerouting projects were also started.

Eight kilometers of rough-surface roads were built in the settlements and 70 kilometers were resurfaced, mainly with tar.

The value of road construction for 1948 exceeded 250 million zlotys.

WARSAW TUNNEL PROJECT -- Gazeta Ludowa, No 328, 18 Dec 48

A few days ago the "Beton-Stal" firm completed a section of the tunnel (Nowy Swiat to Brucka) on the crosstown route through Warsaw. The work was done without traffic interference at two intersections on the route. Construction of this section cost 50 million zlotys, and 30,000 man-days.

Construction on the final section of the tunnel, from Brucka Street to Marszalkowska Street, will be started in January. This section, twice as long as the former, should be completed by 20 July 1949.

"Beton-Stal" is undertaking a series of projects on the crosstown route, including restoration of the old railroad station, which will become the new suburban station. The left bank section of Warsaw will finally have a rail connection with Praga, of great importance for intraurban transportation.

PGLIEH BRIDGES REBUILT -- Glos Wielkopolski, No 353, 23 Dec 48

It was reported on 15 December that two road bridges were rebuilt in the Powiat of Lwowek, one 20 meters long in Brunowie and the other 12 meters long in Plawna Dolna.

NEW TRANSPORT IN HUNGARY -- Magyar Nemzet, 1 Jan 49

The State Planning Office announced that during the last year of the three-year plan 43 million forints will be used for rolling stock and new construction. Second tracks are to be built between Miskolc and Sajoecseg, Kapolnasnyek and Martonvasar, Szekesfehervar and Szabadbattyan and between Hegyeshalom and the Czechoslovak border.

Two passenger motorships and one Danube oceangoing vessel are also being built.

RR PLANT ENLARGED IN HUNGARY -- Szabad Nep, No 298, 25 Dec 48

A new railroad-car assembly floor of the Ganz Railroad-Car Plant was completed 11 days before schedule. Construction work was done by MERT [Hungarian Construction Company?]; 75,000 work-hours were required. The assembly floor is 110 meters long, 46 meters wide, 17 meters high; window area is 6,000 square meters. The height of the structure makes it possible to lift railroad cars over other standing cars to other rails and working areas.

STAT

Railroad cars will be assembled simultaneously on ten tracks and assembly time will be reduced considerably by use of 5-, 10-, 30-, and 35-ton cranes.

Plant capacity for streetcar production is being increased by almost 40 percent. More than 300 employees can work on 30 fast 4-axle streetcars at the same time. The shop is equipped with the most modern dressing rooms, dining rooms, and bathing facilities. The presentation celebration included delivery of 200 Jendrasik motors by the workers to the management. The plant was accepted by Jenő Fock, Jr, general manager, and Kalman Pongracz, plant manager.

LOCOMOTIVES PRODUCED BY MAVAG PLANT IN HUNGARY -- Szabad Nep, No 298, 25 Dec 48

The MAVAG Plant, and not the Hungarian Car and Machine Plant as previously reported, is building ten locomotives of the 375 series for the Hungarian State Railroad (MAV).

BRIDGES COMPLETED IN HUNGARY -- Szabad Szo, No 300, 29 Dec 48

Reinforced-concrete bridges recently completed to replace temporary structures including the following: the 35-meter arch bridge across the Zagyva River at Apc, the 15-meter bridge across the Dalla River [sic; map shows Tarna River] at Sirok, the 15-meter bene bridge at Nagyfuged, the 12-meter bridge at Atkar, the 20-meter Kozuti-feluljar [literally, public overhead] bridge at Osku, and the 93-meter arch bridge across the Raba River at Rabakecol.

IMPORTANT BRIDGE NEARS COMPLETION IN HUNGARY -- Szabad Szo, No 301, 30 Dec 48

The Iparcsatorna (Industrial Canal) bridge at Gyor has been opened to bicycle and pedestrian traffic and will shortly be opened for vehicular traffic. The bridge is important as a link in the Budapest-Vienna highway.

- E F D -